

# AVIATION

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MAY 16, 1927

Issued Weekly

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VOLUME  
XXII

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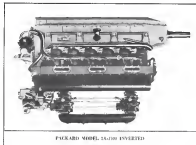
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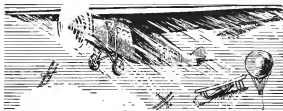
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Business and Editorial Office—250 W. 57th St., NEW YORK  
Cable Address—ALROUPE  
Publication Office—HIGHLAND, N. Y.

LEWIS D. GANNON  
Editor  
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Vol. XXII

MAY 16, 1927

No. 29

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Subscription price: Four dollars per year. Single copy, fifteen cents. Advance notice: Six months, \$5.00. Advance notice: Six months, \$5.00. Advance notice: Six months, \$5.00.

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## With the Editor

The All-American Aircraft Display which has just concluded in Washington, was organized primarily with the object of exhibiting to the delegates to the Pan-American Conference from the South American Republics and its representatives of the American Aircraft Industry. In this respect, and with these objects in view, the Display has been judged a great success.

There are, however, other reasons for considering the Display a great success—seen in particular which has probably been overlooked by many but which is, nevertheless, of the greatest significance and importance. The Aircraft Display provided an opportunity for the Aircraft Industry to see itself, and, in a word, it was successful in that the industry had a very pleasant shock. Here the manufacturer, the designer, the salesman and the flyer saw evidence of what the American Aircraft Industry has done in the past few years toward producing equipment which has no superior in the world.

There is nothing so convincing as personal experience. Government figures, successful exhibition, World records and numerous flights may contribute much toward strengthening the faith of aircraft manufacturers and the confidence in the tremendous possibilities of aeroplanes from the business point of view, but when those who a few years ago were part of an industry that was producing a matter out of airplanes and aeroplanes, could see in this, or then did in Washington during the Thrifters, with such proof of accomplishment in this great field. It is safe to say that the belief of the past becomes the reality of the present.

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**Mobiloil**



Vol. XXII MAY 16, 1927 No. 20

## The "Selling Aviation" Tour

ONE OF THE most important aeronautical events of the year has been scheduled for June 22 to July 11. During those days the third annual, nationwide "selling aviation" tour, so be known this year as the National Air Tour of 1927, is to visit many of the principal cities of the East and Middle West in its three thousand or more miles of cross-country flying.

It was in 1925 that Edsel B. Ford first offered the touring, which bears his name, for a cross-country flight of civil aircraft. At that time it was not a little difficult, was experienced by the committee in charge of preliminaries in the solicitation of entries. Eventually, however, numerous airplanes left Ford Airport for a week of aerial touring which covered 1,500 miles of cross-country flying and concluded without the slightest inconvenience (incident to such the success in spite of its ending at Detroit as a deep fog. So encouraging were the results of this first reliability tour that last year's contest, if it was called such, brought forth as many as twenty-seven entries and, although the distance had been increased to 2,500 miles and the weather experienced was at times of the worst, twenty-four planes returned with the tour to Detroit, after the two-weeks of continuous cross-country flying.

The importance of the coming event cannot be over-emphasized. The Tour has proven to be a demonstration of nationwide significance. It is an event of the very greatest importance to the entire American industry for it has done more to prove to the general public the safety and reliability of modern civil aircraft than has any form of air meet in which the plane racing element enters. In the words of Rev. Cooper, this year's Tour organizer:

"We immediately receive of aircraft commercially depends on our ability to sell it wholesale. This can only be accomplished by active demonstrations of the reliability, safety and speed of this new method of transportation. We, who have been associated with flying for a considerable time, are sometimes at a loss to understand the apparent fear of the great mass of the public. We are forced to reassure it, however, until it can be overcome. That time is rapidly arriving, fortunately and the Tour of the last two years have done much to hasten the day."

The airplane reliability tour each year is selling aviation to the general public all over the country. As an event, therefore, it cannot be overlooked by any aviation enthusiast and all, without exception, who are engaged in aeronautical work of any kind. The more airplanes there are on the starting line at Ford

Airport on June 22, the greater will be the sum total of the advertisement at the various cities to the general public. It is up to everyone, therefore, to cooperate in the National Air Tour of 1927 to the fullest extent.

## Propaganda Flying

THE SUCCESSFUL outcome of the Pan-American Good Will flight adds another great international flying achievement to the credit of the Army Air Corps. After the Round-the-World flight, the recent trip of Major Dugan and his associates will take rank as the second greatest flying event in our aeronautical history. It is not too much to say that it may establish a new precedent in the use of aircraft for propaganda purposes.

While many of the recent long-distance flights have been made to establish new records, pioneer new air routes and test the extreme endurance of aircraft and engines, the propaganda feature has not been given as much attention. The great achievements of Colonel de Pinedo in visiting about every continent of the globe on his flights in creating a good will for the Mussolini Government that is invaluable. The French non-stop flights across Europe into Africa and Asia are bringing prestige to France as well as to the pilots. Sir Alan Cobham has done much to increase the spirit of unity between the dominions and the Mother Country by his flights in the Empire and Australia. And, of course, the Pan-American Good Will flight has accomplished its purpose most commendably.

When governments begin to realize the great value of such flights the frequency of such undertakings will become greater and the intelligence of countries will become more carefully aroused than has been the case hitherto. One result will be the necessity of having some definite routine for the reception of those who visit this country by air and will show other countries.

## Real Endurance

ON VIEWING at close quarters the four Lockheed American planes which have just completed the 20,000 mile Good Will flight and upon being much impressed by the excellent condition in which these machines still are in value of their horizon from through all weathers, over land and water, even to the extent of crossing the Atlantic, the question of their future destiny was asked. We learned that these four machines are to be overhauled very carefully and are to be returned to the Air Corps for service. Here we have a real endurance record and one typical of modern aircraft construction of the highest class.

**VACUUM OIL COMPANY**  
New Mexico, New York, Chicago, Philadelphia, Boston, Buffalo, Detroit, Pittsburgh, Minneapolis, St. Louis, Kansas City, Dallas  
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altitude situation. The company showed a new Fokker Universal with Wright Whirlwind engine. The machine was one of its recently built for the Canadian Government for photographic purposes. It was similar to the regular Fokker Universal used by the Canadian Air Transport on the New York-Buenos Aires route with the exception of a rearrangement of the seats for special photographic purposes. It is understood that these Universals for the Canadian Government are to be employed in the proposed exploration work in the Alaskan Fly-boat district. Recently, however, the machine is a four passenger airplane. Recently, the Fokker Universal has been tried out with considerable success as a seaplane, displaying large trim portions of all-derivative construction manufactured by the Hamilton Aero Manufacturing Company.

In addition to the Universal, there were to be seen at the stand of the Atlantic Aircraft Corporation, a series of extremely interesting photographs of Fokker machines, notably the well-known Tri-Motor (those Wright Whirlwind engines) of the type used by Commander Ford in his North Pole flight with Floyd Bennett.

Another interesting feature of the Fokker exhibit was the new form of folding wheel skid. It is made of steel tubing and arranged to fold up so that a pair of tires can be carried in an airplane not equipped with wheel brakes and carry a very small space.

#### Boeing Airplane Company

Seattle, Wash.

The Boeing Airplane Company is well known to one of the oldest aircraft manufacturing concerns in the American aircraft industry and so much has been accomplished for the production of some of our best aircraft of both military and commercial types. Among the outstanding products of the Boeing Company are its single and tandem fighters which are used so extensively by both the Air Corps and the Navy. As an example of a Boeing plane of this type, the company exhibited at the DuSable, a Navy Boeing FB-5 fighter with Packard 600 hp. engine and equipped with a standard steel fuselage propeller. Among the interesting features of this plane was the adjustable seat, which was capable of forward motion of vertical movement and also action of horizontal movement, thereafter the pilot could view when landing and

making the alteration of the position of the seat to accommodate different pilots. One shock absorber was employed in the machine. The shock absorbers are filled with equal parts of kerosene and Methylol B or similar oil.

The particular machine exhibited was for airplane carrier use and it is entirely equipped with carrier gear on the undercarriage. Owing, however, to the confidential nature of the gear employed by the Navy for this purpose, the apparatus was masked from the airplane on view. In the 1916, the stage was suggested as named moment—so much as 300 ft.—with a man in improving the visibility for the pilot for dark landing, and what success.

It will be recalled that the Boeing Airplane Company was one of the three to enter our shipboard fighters for the Navy competition, bids in connection with which are still in progress.

#### Buhl Aircraft Company

Longview, Ark.

The last airplane that the Buhl Aircraft Company (then Buhl-Nord Aircraft Company) produced here in 1925 was, it will be recalled, an outstanding machine and was all the more interesting because of its many novel features tending to make it so called airplane for the private owner. Folding wings, wheel brakes and a side entrance door were among these new features. The Buhl Aircraft Company has continued the development of this design, known as the Albatross, and it is interesting to recall that it was a three motor Albatross which the Department of Commerce chose as one of the types to be used by its inspectors in connection with the activities of the new American Bureau. One of the American Branch Albatross (Wright Whirlwind engine) was at the field during the display and did a good amount of flying.

Another interesting development of the Buhl Aircraft Company is the Air Sedan, also with Wright Whirlwind engine, which formed the feature of the company's exhibit at Washington. In this design the pilot and the four passengers are confined in cabins, the pilot seated in a cabin by himself but so much a unified and construction are conveniently be carried on between him and the passengers in flight.

The Air Sedan is a remarkable three light design and the passengers cabin is extremely roomy and comfortable,

provided with large windows, which, incidentally, are covered with the copper gauze on the inside, presumably to prevent flying splinters in the event of landing. The cabin is provided with large doors. Gasoline tanks are situated in the upper wing.

#### Consolidated Aircraft Corporation

Buffalo, N. Y.

The name of Consolidated is almost synonymous with that of Landing aircraft, so successfully has the Consolidated Aircraft Corporation provided the service with satisfactory primary and advanced training aircraft since its organization in 1923. The Consolidated P-1 training plane, one of which, after much searching, was discovered at Buffalo Field during the week of the display, and later was seen at the air, a well known to all there is both the Air Corps and the Navy Air Service.

One of the company's later designs, the Consolidated Hawk, a convertible land or seaplane with Wright Whirlwind engine, has become a standard in the Navy as a primary training plane while the new Consolidated Guller (Wright Whirlwind engine) at which was exhibited at the Shore and the week flying in a land model having and primary practice plane. It, too, is a convertible land or seaplane type. The plane flies very beautifully and creates the impression of being extremely easy on the controls and comfortable from the pilot's standpoint.

#### Curtis Aeroplane and Motor Company Inc.

Greenwich, N. Y.

As one of the oldest and best known aircraft manufacturing organizations in the country and, incidentally, in the World, it was to be expected that the exhibit of this company should attract wide attention at the show from all who visited Buffalo Field. Not only were there a number of Curtiss products of both the Air Corps and the Navy at Buffalo Field putting up exhibition performances from time to time, but the company at its private stand, exhibited a P-1A Pursuit plane with Curtiss D-32 engine of 435 hp., of similar type to that which Lt. James H. Doolittle last year flew across the Arctic. Manufactured from Stratford, Conn., to La Tu, Boston, and before, making an absolute flying exhibition over the Boston suburbs at an altitude of 15,000 ft. above sea level.

At the Curtiss stand there was also an exhibition the R-2C Curtiss Army Biplane (Curtiss V-1400, 600 hp. engine) which in 1925 was the fastest one and later the same year, equipped with pistons, the Schneider Trophy. Back to-

place and the Hawk pursuit were exhibited through the assistance of the Army Air Corps.

At the Curtiss Company's booth, there were on show a D-32 engine and five Curtiss-Bell amphibious propellers. These exhibits, will, however, be shown in their proper places when engine exhibits and equipment exhibits are under consideration.

#### Eberhart Aeroplane and Motor Company, Inc.

Buffalo, New York.

On the stand of this company were exhibited miscellaneous parts which they manufacture for aircraft use, including pump tanks, parashute tanks, and airplane landing lights. The firm also showed one of its school machines which had somewhat considerable mileage.

#### Fairchild Aviation Corporation

New York City, N. Y.

The Fairchild Aviation Corporation, with which are affiliated the Fairchild Engine Mfg. Corporation and the Fairchild-Daimler Engine Corporation, exhibited the FC-1A when complete equipped with Wright Whirlwind engine, which made its first appearance, it will be remembered, at the Airplane Building Year last year when it was equipped with an O-3 engine.

The machine, as is well known, is a high wing conventional three-view design, with monoplanes designed primarily for photographic work, the same from the sides being immediately flat, in many respects superior to that which would be obtained from the most open of open cockpit machines.

During the entire week, the Fairchild monoplane was maneuvered in the air, so that, while early and late arrivals could inspect the plane in the display stand of the Fairchild company, it was usually to be found out on the field giving demonstration flights. Whether the plane was in the display hangar or not, however, the Fairchild exhibit attracted wide attention on account of the other products of the Fairchild organization which were on view, such, for example as the Curtiss engine and the Fairchild camera, all of which will be discussed later under their respective headings.

#### Ford Motor Company,

Dearborn, Mich.

The Stout Metal Airplane Division of the Ford Motor Company was represented at the display by one of its latest Ford Stout all-metal three-engine monoplanes. Owing to the size of this plane it would have been impossible to find room



The Navy Boeing 774 tri-motor plane (Fairchild 125, 400 hp. engine)



The Consolidated Guller (Wright Whirlwind engine) had retractable landing gear and variable camber.

The plane is a Navy type and is also equipped with variable camber.



The Fairchild F4A amphibian, with folding wings. The machine which is equipped with a Wright Whirlwind engine carries three passengers.

for it in either of the Dugby hangars. Since, however, the machine was never without a string of passengers waiting to fly, there would never have been opportunity found for placing the machine in the Dugby hangars and when the plane did have to return for the day, the Navy provided hangars to one of the Ansonia hangars over the other side of the field.

The three-engine Ford Stout is a considerably well adapted commercial airplane. The plane has been considerably delayed by since the first of its type was produced some twelve months or so ago, the pilot's revised cockpit being well fitted off with portable single vision and the three Wright Whirlwind screw-driven engines are very well suited, giving adequate cooling surface. The airplane has accommodations in the cabin for ten passengers and, in flight, navigation without undue difficulty is perfectly possible; such is the meeting effort provided in the construction of the walls of the cabin.

#### Keynote Aircraft Corporation,

Bristol, Pa.

This company, which produces both large bombing air-

craft for the Service and small commercial machines, currently thereby a complete range, showed models of the Puffer Wildwind amphibian, duster plane, the Keynote Pelican (Wright Whirlwind) as supplied in the Argentine Navy and its two-engine bomber. Photographs of numerous other Keynote planes were also on view and through the cooperation of the Air Corps the Keynote Penguin single-engine bomber (Packard 500 hp.) was placed on view outside the hangars on the field.

#### Hamilton Metalplane Company, Milwaukee, Wis.

The Hamilton Metalplane Company is a recent organization affiliated with the well-known Eadsboro Aero Manufacturing Corporation, manufacturers of wood and metal propellers, etc. The company exhibited its latest development, the new all-metal cabin monoplane which was described in *Aviation* in the May 2 issue. One of the outstanding features of this plane is the arrangement of observation windows which permit passengers to look straight down. The wing ribs of the plane are fitted off into the cabin and, en-



One of the new Buell Airmaster (Whitcomb engine). A plane of this type has been purchased by the Aeronautics Branch, Dept. of Commerce.



A Kermanshah (Whitcomb engine) of the Buff-Bellows, Inc.

ing to the thick section, each passenger sitting in his seat in the cabin sees the lower surface of the wing root, on the inside, as an area red. Windows provided in the lower section give him an excellent view.

On the stand of the Hamilton Metalplane Company was also shown several propellers including wood propellers in the rough, finished propellers, and one new type with an integral spinner. Among its propeller exhibits the firm also showed an all-metal fuselagin propeller using the standard split metal hub. The plane is equipped with an Airc type custom Tenthredin line extender arranged for floating the airframe in the event of fire.

#### Glen L. Martin Company,

Cleveland, Ohio.

One of the oldest aircraft manufacturing companies in this country, the Glen L. Martin Company, has for the past fourteen years specialized in the production of military aircraft, in particular bombing planes, and as such it actually the oldest company in the world making a specialty of building big planes.

At the Aircraft Display, the Martin company had an impressive collection of photographs illustrating of the wide use to which Martin planes, both the two-engine bomber

types and the three-purpose single-engine SO and TBM types, have been put by the Service.

Through the cooperation of the Navy, the Glen L. Martin Company exhibited one of its latest TBMs (Packard 580 hp.) convertible bombing and landing plane.

#### Sikorsky Manufacturing Corporation,

New York City, N. Y.

This company is fortunate in having at its head in aircraft engineering design many years before the War and is one of the real pioneers. His aircraft, always characterized of new ideas and developments, have achieved a wide success and are widely known. At the Aircraft Display, the Sikorsky company had an exhibit, and, incidentally, constantly in the air, a Jenny equipped with a special Sikorsky high-lift wing. In the air the plane appeared to perform remarkably well, and represented a very successful and serviceable machine.

#### Stinson Aircraft Corporation,

Stewart, N.Y.

The Stinson Aircraft Corporation at the Display showed its new Stinson-Betzler, a stream-line cabin biplane of re-



The new Glen L. Martin Navy bomber with Pratt & Whitney Hornet engine.

most production. The actual model shown was in standard operation carrying passengers and was, as was the case with any other of the numerous planes, only to be tested in the Kansas field during the coverage. In this machine the pilot and his three passengers are located in the same comfortable office completely shielded in. One of the talks going around regarding this plane, and a talk apparently with such intention, was that Klink knows perfectly well the plane means a show job. One of the interesting features of the machine is that the elevator system of control consists of push and pull rods.

#### Chance Vought Corporation, Zach Island City, N. Y.

In some respects it can almost be said that, certainly in repeated operations with the fleet, the term Vought airplanes, is probably synonymous with Wright machines—at least for us suggests the other, to prove in the future to which the Navy we Vought planes. The Vought D-11 with the Wright Whetstone engine is in all likelihood to meet any emergency, although it was one of these machines which, through the cooperation of the Navy, the Vought company exhibited to Washington. The machine was actually the plane used by Wesley August W. A. Moffet, Chief of the Bureau of Aeronautics. It was a 100 to many reports that the Vought company was unable to display one of their new Corsica (Pitt & Wicks Wing engine) which have recently been ordered by the Navy to purchase. Apparently the few machines of this type which are yet available were too busy sitting up new World records to be displayed at the show (To be continued next week)

#### The Aircraft Display

(Continued from page 1914)

The success of the flying operations, the exhibition, etc., was in a large measure due to the work of Porter Adams, president of the National Aeronautic Association who acted as Chairman of the Washington Committee of the Display. Mr. Adams had to leave Washington on Wednesday, May 9, as a prearranged trip to the West Coast and was thus unable to see the complete final of his campaign for a short flight the last two days of the display were the most outstanding in the flying standpoint, in view of the emergency in the second meeting.

It would be impossible to remember the names of all those who contributed to the success of the show for a complete list has just the members of the Reception Committee, headed by Henry P. Osgoodson, who returned to Washington the

evening week, the Flight Committee, headed by Temple N. Agnew, the Exhibit Committee, headed by Capt. W. H. Oren, the Air Corps, the Publicity Committee, headed by Paul Fielding, and the Transportation Committee, headed by Henry Price Wright.

The arrangements in the two display hangars were carefully made in an unobtrusive but an enterprising test that every machine, especially without exception, was well taken care of, thanks to the cooperative spirit of Captain Claudius Johnson, Chief Quartermaster at Bolling Field, who was always ready to provide for the needs of everyone.

#### New Eaglerock Dealers

The Miller Eaglerock Airways of 1215 W. 11th Street, Des Moines, Iowa, have been appointed the Minnesota and Iowa agents for the Eaglerock and the Hall Aircraft Co., of 161 South 84, Waukegan, Wis., will handle the agency for Wisconsin.

#### Endurance Record of 1912

The breaking of the World's endurance record by Clarence Chamberlin and Bert Acosta, during which their Bellanca plane stayed in the air 48 hrs., 11 mins., 20 secs., results in a record flight made in May, 1912, by Paul Fick, when that pilot established an endurance record for America by staying 4 hr., 35 mins., 25 sec. He used a Curtiss plane with a 50 hp. Gipsy engine, and the flight was made along Niagara River and L. I.

#### Planes Concentrate for Maneuvers

In preparation for the combined sea and ground maneuvers, to be held at San Antonio, Tex., May 25, sea transports, sea observation planes and eight bombardment planes took off from Langley Field, Va., April 28, for Fort Leavenworth, where they engaged in demonstrations before they resumed their flight to Texas.

On May 5, twenty-eight Army planes in two groups sailed over the Mississippi Valley en route to San Antonio. One of the planes was the new three-engine Public Transport. It has only a double-acting motor. Because of its heavy grosser construction and, because of fuel conditions, could take no risk of a forced landing. The tanks were filled to capacity at Maxwell Field and its extra water gallons were carried in the containers in the wings and pumped into the tanks in the course of the flight. The plane made the trip in six and a half hours and landed without the extra supply of gasoline.

## Home Coming of Pan-American Fliers

Greeted by President Coolidge On Arrival at Capitol

THE PAN-AMERICAN fliers, who secured a message of good-will from President Coolidge to the Latin-American nations, completed their 20,000-mile flight on May 16 at Bolling Field, where they were received by President Coolidge in the presence of diplomats representing most of the nations of the world. The fliers then attended the distinguished Flying Club, welcomed by the host Committee, by President Coolidge, who congratulated them upon their successful mission in spreading American good-will.

The heads of the nations varied by the American fliers and messages to President Coolidge, which were delivered to him by Major Herbert A. Brown, commander of the flight.

To the rear of the receiving stand were seated the wives and children of the fliers. As the fliers left their machines they were met by Secretary Davis, Assistant Secretary Davis, Major Gen. Charles P. Sweeney, chief of staff, and Major Gen. Mason H. Peck, chief of the Air Corps. About halfway between the plane and the president's box they were met by President Coolidge, who, greeting them heartily, congratulated them upon their trip.

Following the Secretary President Coolidge formally awarded the certificates of the Distinguished Flying Cross

#### Escorted From Langley Field

The first leaving Langley plane, commanded by the Pan-American flight left Langley Field, Va., at 1 p.m. under escort of seven aircraft and arrived at Bolling Field about 4 o'clock. This ended about the field for two minutes.



Home at the President's box, Bolling Field at the return of the Pan-American fliers.

to the Distinguished Flying Cross to be awarded upon the New York led—Major Herbert A. Dargatzis and First Lieutenant Emory C. Whitcomb. The San Antonio—Captain Arthur B. McDaniel and First Lieutenant Charles McK. Robinson.

The San Francisco—Captain Ira C. Eaker and First Lieutenant Major E. Throckmold.

The St. Louis—First Lieutenant Bernard B. Thompson and First Lieutenant Leonard D. Whitcomb.

#### Wounded and Deteriorated

Posthumous awards of the Distinguished Flying Cross also were made to Captain Charles P. Sweeney and First Lieutenant John W. Dutton, Air Corps. In each case it was stated:

"As one of the pilots of the airplane crashed during the



The first leaving Langley plane of the Pan-American flight, headed up at Bolling Field.



LAND ON WATER. One of the leaving Langley plane up at the beach at Fort Belvoir on arrival from Boston. Here, while the leaving Langley plane, commanded by the Pan-American flight, arrived at Bolling Field, the planes of the first Pan-American flight returned with success.

Army Photo

Pan-American flight starting Dec. 25, 1936, he displayed initiative, resourcefulness and a high degree of skill under the many trying conditions encountered. Twelve emergency landings, six of them on water, were made. The flight was successful in that it was the first of the expedition until Dec. 20, 1937, when, due to an accident at Buenos Aires, Argentina, resulting in the complete destruction of his airplane, he made the return journey.

The five planes left San Antonio on December 21 followed the east coast of Mexico, crossed the Isthmus of Panama and proceeded to Panama with stops at Honduras and Colombia. From Colon the flight went to Colombia, returned to the Canal Zone and flew along the west coast of South America as far as Valdivia, Chile, where it crossed the Andes and reached the Atlantic side at Bahia-Buenos, Argentina. Following the east coast, the planes flew to Buenos Aires and made 1,046 mile round-trip flights to the Paraná River in Argentina, Paraguay. Next came Brazil, the Guianas and Venezuela. At Trinidad the flight left the mainland and made a series of hops which crossed the Lesser Antilles, Porto Rico, the Dominican Republic, Haiti and Cuba.

### Navy Buys Vought Corsair Planes

On April 16, the Chance Vought Corporation was awarded an initial production contract for its new Corsair multi-engine high-performance naval observation-fighter airplane. The service has recently most successfully completed service tests in the hands of Navy Department pilots, and it is the first airplane to be built to meet the new and most rigorous requirements of the U. S. Naval Air Service for aircraft to enter 1938 the Fleet.

In official tests the superior performance and flying qualities of the Corsair set new standards for service type airplanes in this class. Although a two-seater observation type designed with fighting plane strength characteristics, the Corsair, with full load-out and equipment showed performance and maneuverability of single-engine fighters, although it has a greater gross weight and carries larger wing load. The versatility of the Corsair is indicated by the wide range of service to which it may be put, including regular high-speed observation and reconnaissance work, as both a bomber or a seaplane from the catapult-equipped aircraft carriers and battleships, and from aircraft carriers. It is also equipped to operate as a bomber for carrier deck landings.

The Corsair is the largest Vought ship now in the Naval Air Service. It is the only three-seater ordered, although has been assigned to the light cruisers for coastal work, as well as to the U. S. Marine Corps, and to the new aircraft carriers U.S.S. *Bombardier* and U.S.S. *Langford*. It is a replacement for one of the new design Corsairs for the use of the Assistant Secretary of the Navy for Aeronautics, and one for the Chief of the Bureau of Aeronautics for night trips around the country.

All of the Corsairs are of the convertible type, and will be equipped with the special Vought catapult-launching wheel-type landing gear, and the new Vought all-metal foot step landing gear. The plane is interchangeable, making it possible to convert the Corsair from one type to the other very easily and quickly.

The weight of the contract, including all spare parts and delivery charges, is approximately \$550,000.00.

### Isolated City Uses Airplane

A city that has no body of water or highway to connect it with the outside world, but which enjoys some facilities as a seaplane base, and modern equipment stores was recently visited by *Newsweek*. P. K. Kelly, head of a South American military expedition, demonstrated, at Medellin, a five-day journey from the Magdalena River, in the city and contact between the outside world and the city's 20,000 inhabitants in such other ways as mail, services or supplies. This facility at the town, Kelly says, is the result of a progressive business for rapid transportation of passengers and mail.

### Arctic Air Mail Service

On April 25 the first United States air mail service was inaugurated between Winnipeg and Fairbanks, Alaska. This is said to be the first air mail over open-water routes of the Arctic Circle. The mail was carried in a plane piloted by A. A. Slescott.

### The Fleet Bombing Aircraft Exercises

Extensive exercises were carried out at the Infantry School, Fort Benning, Georgia, on May 3, 3 and 4, to determine the cooperation which may be expected by Infantry from friendly aircraft and what changes are probably necessary in Infantry tactics, technique and weapons to protect Infantry from hostile aircraft in the present or future. The demonstration included a thorough inspection of eleven different airplanes representing four different kinds of aircraft which were flown by Fleet bombers for the demonstration. The Infantry officers observed the performance of these planes at the air landing in mind the special purposes of each type.

The demonstrations at Fort Benning were primarily for the purpose of developing team work between the Infantry and Air Corps.

Not only were the exercises of interest to the Infantry and the Air Corps, but also to other branches which were represented at the demonstrations. The Infantry students included Regular officers attending the School of Infantry and National Guard officers from all sections of the country who are attending special courses. The detailed schedule of the demonstrations follows:

May 3 12:45-2:30 p.m.

May 3 3:30-5:30 p.m.

May 3 6:30-8:30 p.m.

May 3 9:30-11:30 a.m.

May 3 12:45-2:30 p.m.

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## Nungesser and Coli Missing in Atlantic Flight Attempt

Notable French Flyers Unsuccessful in Attempt to Span Atlantic, Paris-New York, in *Lecasseur* Plane. *Belvaux* Plane Prepares for Early Start.

### CAPT. CHARLES NUNGESSER

and COLI

left Le Bourget aerodrome, outside of Paris, early on Sunday morning, May 8, for New York.

At the moment of going to press, seven

hundred hours after the start of the flight, it

was held to have been

lost for some time.

The President Cockidge

has authorized Secretary of the Treasury Mellon to notify all

Coast Guard vessels in the North Atlantic to assist in the search.

It is said in many quarters that the French pilots were

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The Lecasseur plane under way.

the English coast and French vessels are exploring the sea for some time. The President Cockidge has authorized Secretary of the Treasury Mellon to notify all Coast Guard vessels in the North Atlantic to assist in the search.

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### The Missing Trans-Atlantic Flyers



Capt. Charles Nungesser, pilot of the *Lecasseur* plane.

Capt. Charles Nungesser, pilot of the *Lecasseur* plane.





# FOREIGN AERONAUTICAL NEWS NOTES

By Special Arrangement with the Automotive and Transportation Divisions,  
Bureau of Foreign and Domestic Commerce

## International Air Lines in Europe

The development of international air lines in Europe is making rapid progress. The scheduled inauguration of the Franco-British airmail postal service and of a number of proposed new routes, in France and Germany as among the indications of this progress.

The airmail project between France and North America is scheduled to be inaugurated on June 1, 1927, the line to extend between Toulouse and Buenos Aires, a distance of 29,120 km. At last the crossing will be made in about 24 days. But had the line been probably be inaugurated in four days.

The German projects for 1927 are reported to be extensive and include services between Berlin and Berlin, Bremen, Prague and Munich. In eastern Germany, line connections are to be established by the airway, a line through Schleswig which will be prolonged toward Berlin on one side and Stockholm on the other. In western Germany a line of service will connect the Rhine ports, Cologne-Düsseldorf, Berlin and Amsterdam. In general the policy is to suppress duplications and to increase the speed where connections stage make it difficult to compete with railway. With respect to international lines, the Luftfahrt will later the close collaboration of the Berlin-London line via Amsterdam, the English company, Imperial Airways, being reported willing to retire from that line in order to permit the London-Cologne. Among the important projects in the aviation of the Reich are the Berlin-London line via Cologne, there will be inaugurated the line Munich-Berlin with connection to Rome. When the crossing of the Alps is a difficult matter, however, only postal flights and passenger will be inaugurated at first. During the last half of the year the line Berlin-Geneva-Munich-Berlin-Madrid will be opened, the service between Marseille and Barcelona is to be covered by airmail.

The intention to finance the French Mailer along with aerial navigation and the Société Générale de Transport Aérien has been approved and determines the conditions under which the French Government will support the regular transport services including passenger, freight and postal matter, between Paris and Amsterdam with stops at Brussels and eventually Rotterdam, and Paris-Berlin via Cologne and Bonn.

For the first service, three round trips a week will be made between June 1-March 31 and Oct. 1-Dec. 31; six trips a week between April 1 and Sept. 30. For the second, three trips per week will have been scheduled.

## Reims-Trieste-Turin Service

The Trieste-Venezia-Pavia-Turin air service was resumed on March 10 by the Società Italiana Servizi Aerei, of Palermo (Italy). This service was temporarily discontinued during the Winter months and was replaced by a Trieste-Venezia service operated by the same company. The Trieste-Turin air service is discontinued from date of March 10. The Trieste-Venezia-Pavia-Turin service will have daily departures in each direction, including Sundays, making two flights a day. The first line from Trieste to Turin is approximately 3 hours and 30 minutes. Single service aeroplanes are used. The aeroplanes previously reported as being in addition to pilot and mechanic. New aeroplanes are to be used in the line, beginning in the summer of 1927. The engine is all Lombardini Daimler, and the speed is approximately 100 km.

at the Mannheim yards of the Customs Service. The engine is a 100-hp. engine. The scheduled inauguration of the Franco-British airmail postal service will be inaugurated on June 1, 1927, the line to extend between Toulouse and Buenos Aires, a distance of 29,120 km. At last the crossing will be made in about 24 days. But had the line been probably be inaugurated in four days.

## American Parliament Provides for Air Force

Resolutions passed by Parliament during the recent session provide for the replacement of obsolete aircraft by four modern fighting planes. Of the 10,000 aircraft, 11,000,000 will be used for military purposes, and 11,000,000 for civil government operations and civil aviation. The latter will consist of aircraft and carry aircraft for various branches of the Government. The program includes the purchase of five fighters and six bombers on over 70,000,000 acres of forested land in eastern and northern Canada and northern Saskatchewan and over 5,000,000 acres in the foothills of the Rocky Mountains in Western Alberta. The program will be made in the Province.

## Standard Rates on French Air Mail

Standard rates on mail from France to be arrived by French States air mail services were established effective April 3. The rate will be five francs (about 30 cents) per gram or fraction thereof. This is in addition to the regular postal rate. On the same date, delivery by the "quadruple rate" system in the Paris area was authorized upon letters sent by air-mail from Strasbourg to Paris. The same system has been in use for letters sent by air-mail from Mannheim to Paris. A surcharge, however, is required upon such letters. In the same system, the delay in delivery between the Paris area and the city of Paris is much reduced.

## French Aero Clubs Active in 1926

French aviation clubs and societies were active in 1926, according to results of a questionnaire recently submitted by the Aero Club de France to its affiliated organizations. Answers were received from thirty-two clubs and societies in all parts of France, Algeria and Morocco. All except two of the associations held numerous meetings, lectures and aerial demonstrations. Fifty reported numerous flights by members, the last being made by the Aero Club de France with 100 hours of flight. Flights reported included cross-country, the most important record has been made by the Aero Club de France with 100 hours of flight. An additional organization affiliated with the Aero Club de France, the "Union des Pilotes Civils de France", conducted many surprise flights and held conferences and meetings.

## Tehran-Pahlavi Air Mail Service

Air mail service between Tehran and Pahlavi, Persia, was inaugurated Feb. 21. The Jackson Co., which has a monopoly of air transportation in Persia, announced that it hopes shortly to make an agreement with the Russian government for the service of the latter will accept mail from Persia carried by Jackson planes to Baku. At the moment, mail sent to Pahlavi by air post is forwarded to Baku by steamer. The company used in England, single engine medium from the Jackson factory, developing 100 hp. The maximum load that may be carried is about 750 lb. The company has only four planes in Persia, but it expects within a month to receive three new machines of 200 hp. with a maximum capacity of approximately 2,000 lb. After the arrival of the new planes it is planned to inaugurate a regular postal service to Persia on the Iraq frontier.

# Side Slips

By ROBERT S. GIBSON

Some of the American newspapers have been editorially joining the French for sending an angry letter to the British to demand the British to stop protesting, but not to mean we were expecting any trouble from political opponents of the administration, the mild American newspaper would be the means for our women. If a small crowd of, say fifty, usually women were allowed an accident to work on the plane there wouldn't be much more than a case to mark the case. Having had some opportunities of observing the manner taken at his work, we couldn't be surprised to find that they were standing earlier from the plane which made the most dramatic flight while it was still in the air. It was lucky for Mr. Belmore that he was at the field when the flight ended, for while his attention was diverted, we prevented one spectator from pulling off an elevator and made another one get back the tail (it had just moved).

While on one of his numerous flying trips, Mr. Belmore, himself and unaccompanied, landed, had a ride in the British plane and flew it for two minutes. "Remember that the first planes" Later he was surprised from Chichester and returned about a flying route over the city of Chicago, saying that he had in his own eyes and would first order from ever that, from his house, to go through it. Of course "all we know is what we read in the newspapers" but we

advice would be to make a wide detour around the city. During the war there wasn't much plane brought down by an accident, but the reason over Chicago today may be so much better that there would be danger of being hit.

The newspaper, state that shortly a well known British pilot will attempt to fly from England to Canada and back in an ordinary airplane. Along with two pilots and a navigator the plane will carry a passenger, who will be expected to pay his fare.

"There appears to be a wonderful opportunity for 'Oenozo' Canada, who seems to be the World's champion pilot, to really prove himself. It is the dream of the newspaper men who have followed Canada's career that he has standard every year light, football game, hair race and any other event of that nature worth attending, with absolutely no cost to himself. His desire for getting past the fact that they have been the height of popularity for some very difficult events, and it is on the basis that he claims the championship. We'll say that if he could make this flight without a talent, his claim for premier honor would be established and unquestioned."

On consulting our calendar we find that this issue contains one year that the column has been running. Well, well, well, wherever would have thought it would have lasted this long? Seems as if it might keep right on running too, unless you subscription get expansion and write in to the editor threatening to stop your subscription. Personally, we'll get a lot more sleep if something were done about it.



Photo by Lewis H. Lee at Toronto, Ont.

**THE FAIRCHILD SEDAN MONOPLANE**  
Powered with Wright "Whisper" 200 h.p. Engine

Equipped with

# SCINTILLA

Aircraft Magnetos

**SCINTILLA MAGNETO COMPANY, INC.**

Contractors to the U. S. Army and Navy.

SIDNEY, NEW YORK



# AIRPORTS AND AIRWAYS

## Oklahoma City, Okla.

By Ernest W. Fox

Plans are now being rushed at the Oklahoma City municipal field, of which Harold Tabin is manager, to bring the field up to a Government class A standard field.

Two new runways have been installed, forming a letter L shape. The old runway, north and south, has been widened to a gravel surface and a new east-west runway added. The east-west runway, just completed, is composed of gravel in which Bermuda grass has been planted. It is 1000 ft. long and 100 ft. wide. The old runway is 2000 ft. long and the same width.

Lights are being strung around the field and runway also and a large house has been installed upon the top of the airfield by the National Air Transport Co. for its mail planes.

There, coupled with the lights strung all along the line from Dallas to Chicago, will prove a good aid in night flying. Express service has also been started, the N.A.T. using the Travel Air Monoplane for the work.

If present plans go through Oklahoma City is to have one large field instead of the two small ones.

The O. K. Airport, north of the city, of which Bob Tabin is manager, is to be combined with the municipal field soon. Two hangars, each capable of storing two planes, are to be built adjacent to one another.

Embassies have the English agency for the Rochester.

Harold and Harold Tabin, manager of the municipal field and president of the Tabin Flying School, is agent for the Swallow.

John Lewis, Top Solder and Al Kirby are flying with Tabin, while Paul Bonnell, Bob Gentry, Billy Tipton, B. H. Griffin, and A. G. Mery are with Tabin.

Bob Verburten, of the O. K. Airport, and president of the Southeastern Kentucky Sales Co., is building planes of his own. He has already constructed a five passenger cabin model equipped with a 100 hp. Hispano engine. It is a biplane.

The present plans call for building this plane on a larger scale at a later time if it turns up to the plans he has for it. A large airplane show was held at Oklahoma City May 1, in commemoration of the city's first year of air mail service. Many planes from all parts of the state attended.

## Crazy Field, California.

By H. P. Fols

Crazy Field has been very busy the last few weeks. The number and variety of visitors is unusual for this time of the year.

The In-England Fokker of the Continental Airlines Co., was here for a few days on its own country tour.

The other monoplane of the House-Webb Aircraft Company recently had its first flight. The plane is an addition to the sports, growing five plane monoplane class. The

May 16, 1927

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wing spread is rather small, in fact the whole plane is very compact. However, the cabin is roomy and has space for baggage beside the four passengers. The pilot is in front at the level of the wing. The Traveler engine is neatly streamlined into the body, does not interfere on both top and bottom of the fuselage. Pilot Bonnell put the plane through its paces before a large crowd and was warmly congratulated on the starting performance of his machine. P. A. T. took delivery of a new Travel Air cabin mon-

Commander de Paolo was given just as warm a welcome when he arrived by train, after the landing of his plane, as if he had landed by air. He remained at the guest of the city for a few days and then left for New York City to superintend the manufacturing of his new plane.

The San Francisco Airport is at last satisfactorily. The location has been approved and work has started.

## Rochester, N. Y.

By Jacob F. Fols

With almost every month and large city looking about its aircraft activities, it is time that Rochester, N. Y., once more and spoke a piece for itself. Although the city has nothing to be proud of, outside of seeing a piece of land consisting of 140 acres, called the Municipal Aviation Field, there are, nevertheless, held a show airplane leaving over the airports, making the storage often discomfort in the city of several miles.

Rochester has all that goes to make an aviation city, yet, unfortunately, it is off the air map. The city has an aerial flying club, chartered the Rochester Flying Club, which has been doing good work since its inception last November. Since then, in the Aviation Committee of the Chamber of Commerce which is also doing considerable work.

Recently the city was given a surprise when the Taylor Brothers, Gordon and Gilbert, completed the construction of a monoplane and made a successful trip to Rochester in only minutes, with no damage of 140 miles. It was the first airplane actually built in Rochester and the city has evidenced in the fact that it has a chance to become a manufacturing possibility.

William E. Horn, supervisor from the Department of Commerce, recently and the boys a visit and explained the various activities of his department in making pilots, mechanics and airplane fitters. His visit was welcomed by many of the boys, who really learned something about the methods and in practical terms.



The House-Webb monoplane with pilot (Whole Whitehead report)

plane to take care of the morning demand for passenger service from here to Los Angeles. The plane will be put on a service after being equipped with lights and dials of the P. A. T. type. The company has quite a lot of Travel Airs now, several OX5s, the new cabin monoplane a Wherry model and a G4 monoplane, powered with a Wherry. This list is about the present thing around here.

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The Bachelor Municipal Airplane Field is located in the southwestern part of the city, three and a half miles from the main business district. It is a partially level, dry and free from obstructions. There are no buildings on the field at the present, outside of a wind cone. The club is planning to plant "blueberries" in large white letters on a bare roof about fifty yards north of the field. Later a white cone will be placed in the center of the field.

For the convenience of local and out-of-town men, the Forrest Wilkins has placed a three hundred gall gasoline tank on the field with an automatic fuel line. Hence the convenience of this pump the nearest gasoline station is nearly two miles from the field. There are always several mechanics on the field and a village fire will find a several vehicles from the boys.

#### Denver, Colo.

Bernard Van Hoffman, who services a number of large other leaders Denver with his A. B. H. O. Denvers business, accompanied by his pilot, Nick Gertie, flew late Alexander Airport recently. The flight was made by Van Hoffmann, one of the old time balloonists, has been in constant use for business days since its purchase in the fall of 1936. He flew to Denver from Minneapolis was made in one time in spite of adverse weather conditions.

L. C. Miller who has been out on an English work for aviation team for the past eight months, appearing before an representatives throughout the country, told himself as the possibility of an English delivery and has taken over the status of Minnesota and Iowa with temporary headquarters at Ben Huron.

Chief Engineer of the Air Corps, California, and on the day they left Denver check were returned from the west wing for three additional plans, immediate delivery.

Wm. H. Rivers, one of the leaders of the five men who drove to Denver has become a flying enthusiast and is "taking time" under Chief Pilot Overberg, at Alameda Airport.



#### Southern Florida Mapped From Air

The Army Air Corps recently completed for the U. S. Coast and Geodetic Survey an aerial photographic project covering the east and west coasts of the southern portion of Florida, in the course of which approximately 1200 sq. mi. of territory was photographed in a total flying time of 50 hr., 40 min. Groups of the coast line photographed extended from Jupiter (also to Miami Beach) from a point about 10 miles north of Cape Dodge in Miami, a distance of about 45 mi., from Cape Hatteras to a point about 10 mi. north of Naples, from the mouth of the Caloosahatchee River west of Fort Meyer.

The project actually required a period of seven to ten weeks, delays being occasioned by unfavorable weather conditions, both for ground and photographic work, and time consumed in making repairs from time to time to the airplanes and engine.

The reports sent on this photographic mission was an airplane, piloted by Lt. Col. Gertie, Army Air Corps, Langley Field, Va. The work was accompanied by Technical Sergeant Vernon H. Moran, photographer.

The photographic work was done at altitudes ranging from 5,000 to 10,000 ft. It was reported that the weather conditions at Southern Florida, the presence of nearly all kinds of large white cumulus clouds at about 5,000 ft. made photographic work there that altitude impossible. It was found that towards the late afternoon these clouds became smaller and clearer. Accordingly, work was generally started at about 6:00 p.m.

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J. R. McNamara, Sales Manager.



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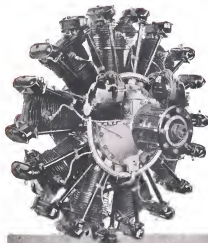


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